

AMERICANS REPULSE HEAVY ENEMY ATTACK WITH SEVERE LOSSES

Report Severe Fighting Near Chateau Thierry Saturday
—New Drive of Germans Regarded As
Local Operation.

Washington, June 10—General Pershing's communique today reports the repulse of a heavy enemy attack in the vicinity of Boursches, with severe enemy losses.

There was lively artillery fighting in the Chateau Thierry and Picardy sections.

The communique, dated June 9, follows:
"Section A—Northwest of Chateau Thierry the enemy made a fresh attack during the night on our positions in the vicinity of Boursches. The attack, which was preceded by artillery preparations and accompanied by heavy machine gun fire, broke down with severe losses to the assailants. In this region and in Picardy there was lively artillery fighting.

"On the Marne sector the day was marked by decreased artillery activity."

Washington, June 10.—The new German thrust between Montdidier and Noyon was regarded by officials here today as a local operation on a large scale, with limited objectives, designed to consolidate the Picardy and the Aisne battle areas and straighten out the line for later mass attacks either toward Paris or the channel ports.

The same object was sought in the pressure toward Compiègne and Soissons and from Chateau Thierry. The Villers-Cotterets wood blocked the success of the movement and the Germans now are trying to take the defenders of the wood in the rear. If they succeed it is regarded that the line they seek to establish would give them a straight front from the region of Montdidier to some point in the vicinity of Chateau Thierry.

There is little doubt that a heavy reserve is maintained by Gen. Foch at some place within the triangle formed by the new sector of attack, Soissons and Chateau Thierry.

PLAN POOLING OF RESOURCES OF THE ALLIES

One Vast Economic and War
Machine For All of the Al-
lied Belligerents.

Washington, June 10.—A plan for pooling all the resources of the United States and its co-belligerents into one vast economic and war machine, on which government officials and Allied representatives are working, will be submitted soon to President Wilson.

The proposal under consideration for some time, is in the hands of Chairman Baruch of the war industry board, who has gone over it with other government officials and members of the Allied missions here. As outlined, it contemplates making the industries board virtually industrial dictator of the nations associated in the war against the Central powers.

TRAVELLERS PAY INCREASED RATE ON RAILROADS

Washington, June 10.—Travellers on American railroads today paid increased fares, the new rates of three cents a mile, ordered by Director General McAdoo, having become operative last midnight. Tickets purchased at any station in the country today, whether for intrastate or interstate travel, were at the new three-cent rate.

Passengers en route to destinations on trips started before last midnight completed their journeys at the old rate, but with stop-over privileges abolished.

In addition to increasing all fares to three cents a mile the order, effective today, added one-half cent a mile to the fare for Pullman accommodations. The charge for berth or chair in Pullman cars will remain the same, at least for the present.

The Pacific Coast Intercollegiate Athletic Conference has decided to continue athletics this year.

STEAMER MAUBAN SUNK IN MAY OFF ITALIAN COAST

Members of Crew Brought to Atlantic Port With Survivors of Two Other Vessels Which Were Lost.

New York, June 10.—News of the sinking of the American steamer Mauban off the coast of Italy late in May was brought here today by 26 members of her crew who arrived on a freight steamer.

The Mauban, of 1,232 tons gross, was built in 1900, and prior to the war was engaged in Philippine trade. She was last reported leaving Manila for European waters.

The steamer that brought the crew had on board also 12 members of the crew of the auxiliary schooner City of Portsmouth, sunk by a submarine in May near Genoa, and 30 members of the crew of the steamer City of Wilmington, which was destroyed by fire at sea after leaving an American port with a cargo of cotton.

BRANDEGEE IS ARRESTED BY FEDERAL MEN

Held on Charge of Having
Explosives in Possession
Without License.

VIOLATION OF
EXPLOSIVES ACT

Authorities Do Not Believe
Huns Attempted to Blow
Up Naval Base.

Monday, June 10

As a result of an investigation by the local office of the Department of Justice into the so-called "plot" to destroy the Naval Base at Black Rock" on last Wednesday night, William S. Brandegee, of No. 77 Seabright avenue was taken into custody today for having explosives in his possession in violation of the Explosives Act of October, 1917, which makes it a serious crime to have such material without obtaining a license.

He was immediately arraigned before U. S. Commissioner Lavery and held in \$5,000 bail for the next term of the Federal court. Agent Lane, who made the arrest, refused to give any additional information about the case, but stated that his office had found no evidence to support the charge that there was a German plot or that Germans were in anyway concerned in the explosion.

When the police investigated the exploding of a bomb and the finding of pieces of fragment in a house near the naval base last Wednesday night, it was thought that the attempted deed was done by a gang of unknown Huns, but with the arrest today of Brandegee, new light may be thrown on the case.

LONERGAN CHOSEN CONVENTION HEAD

New Haven, June 10.—Congressman Augustin Lonergan of Hartford will be temporary chairman of the Democratic state convention this month. The state committee will meet here next Monday to discuss arrangements for the convention. Alexander S. Lynch may become the committee secretary in place of P. B. O'Sullivan, who is in the naval service.

K. OF C. WORKERS ARRIVE SAFELY FROM OTHER SIDE

Hartford, June 10.—Word came today of the arrival of an Atlantic port of the Rev. P. J. McGivney of Bridgeport, national chaplain of the Knights of Columbus, and William J. Mulligan, director of the Knights of Columbus, from a trip to France, whether they went to look the field over and to plan for relief work with the expeditionary forces. Both are now in conference with 50 K. of C. secretaries who are ready to take up their duties.

In a telephone conversation Mr. Mulligan said that the steamer which brought back the party saw no submarines. The steamer ran without lights for three nights on nearing this coast. Mr. Mulligan and Father McGivney travelled about 12,000 miles to visit all parts of the front and while in France were guided by an interpreter.

Mr. Mulligan said he had visited many American units, including those from Connecticut. He had found that companies from Meriden and Torrington had been in some of the fiercest fighting, and that in one company only 12 men had not been on the casualty list.

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NUDE BODY OF WOMAN IS FOUND TODAY IN HARBOR

COLCHESTER LAD REPORTED DEAD IN LATEST LIST

23 From This State Missing
in Action in List Sent
Out Yesterday.

Twenty-three Connecticut boys are reported in yesterday's and today's casualty list, most of the number being missing in action. Samuel Buchalter of Colchester, is reported in today's list as killed in action. The complete list announced yesterday is as follows:

Missing in action:
Leo H. Buyanski, corporal, Terryville, Conn.

Vincent Allen, private, Norwalk, Conn.

Angelo Basso, private, Bristol, Conn.

Tony Carbone, private, Norwalk, Conn.

Herbert Collins, private, Norwalk, Conn.

Charles B. Kenny, private, Norwalk, Conn.

Irving E. Lines, private, New Haven.

Joseph M. McNamara, private, New Haven.

Hugh Marron, private, Norwalk, Conn.

Edward E. Masterson, private, Stamford, Conn.

Albert J. Maynard, private, New Haven.

Charles Monson, private, New Haven.

Frank Narowski, private, Derby, Conn.

Edward A. Olson, private, Bristol, Conn.

Harold Owen, private, New Haven.

Randolph S. Stewart, private, Plainville, Conn.

Carl Suderek, private, New Haven.

Stephen Torok, private, Darien, Conn.

Died of airplane accident—Lieutenant Joseph E. Beaton, New Haven.

Died of accident—Frank Hannon, Hartford.

Wounded slightly—John E. Anderson, New Britain.

Killed in action—Samuel Buchalter, Colchester, Conn.; Lieutenants John A. Ewing, Dorchester, Mass.; Edgar Alfred Lawrence, Chicago; Corp. Anthony Diello, 357 Hotel street, Potomac, Pa.; Private Chester E. Ashland, Ky.; Henry Kirby, Appleton, Wis.; Guy Loorabel, Mohler, Ore.; Howard Morgan, Covington, La.; Jesse Price, Covington, La.; Oscar F. L. Schaefer, 126 Manhattan street, Hazleton, Pa.; Joseph R. Smith, Weiser, Idaho; John Votter, Elmhurst, Ill.; Pottery, Italy; George C. Wright, Biscoe, N. C.

Died of wounds—Private Walter Bruce, Lowell, Mass.; William H. Hornby, Fall River, Mass.; Gust Kales, Chicago; John E. King, Ashabon, N. C.; Mac Winget, Marysville, Ohio.

Died of disease—Private H. W. Waterman, Kamrar, Iowa.

Died of airplane accident—Cadet Jefferson O. Myers, Boonville, Ind.

Died of accident or other cause—Private Elsie Lewis, Madison, Ind.

Wounded, degree undetermined—Capt. Charles W. Atkins, Winterset, Iowa; Privates Dwight E. Carson, Mount Airy, Iowa; James W. Hewitt, Creston, Iowa; Anton Jirkovsky, Cedar Rapids, Iowa; Lee Jones, Andrew, Iowa; Joseph L. Madden, Washington, D. C.; Glen Stanley, Pittsford, Mich.

Wounded severely—Capt. John T. Costello, Birmingham, N. Y.; Lieut. Spencer J. Searls, Merriam Park, Minn.; Sergt. Malcolm C. Clark, Memphis, Tenn.; Sergt. John Farrell, New York; Sergt. David A. Flske, Northampton, Mass.; Sergt. Jabez P. Kelly, Smithville, Ga.; Sergt. McCoil, Londonderry, Ireland; Sergt. William F. Murphy, Choshonck, Pa.; Sergt. Charles L. Smith, Brookline, Mass.; Sergt. Gerald W. Quinn, Brooklyn; Corp. S. Herman Cannon, Minneapolis; Winslow Cornell, Seneca, Ky.; William Gordon, New York; Harold L. Hard, Addison, Mich.; Merle H. Johnson, Moore Hill, Ind.; Roy J. Kraemer, Fond du Lac, Wis.; Privates Earl C. Blake, Metz, Ind.; Thomas P. Brown, Allston, Mass.; John Cassale, New York; Crofford Casle, Horton, Tex.; Dennis Connell, Nanticoke, Pa.; Joseph E. Crownrich, Hamburg, Ark.; Walter J. McFee, Dunstons, Pa.; Clyde McKinney, Morgan, Tex.; Joseph Mulcahey, Brooklyn; Michael Nesta, Rignano, Italy; Earl Nichols, Bloomington, Ill.; August O. Pabst, Syracuse, N. Y.; Amedeo Palazzo, Natick, R. I.; Frederick H. Saunders, Cambridge, Mass.; Leonard M. Zenz, Beaver Dam, Wis.

Prisoner, previously reported missing—Lieut. Elmer D. Mackey, McKeesport, Pa.

MEN, DEFERRED CLASS CALLED FOR SERVICE

Washington, June 10.—A move toward rounding up men of draft age in the army or navy service was started by the House today in the adoption of a resolution by Representative Madden of Illinois, calling on the secretaries of war and navy to inform the House as to the number of men engaged in non-combatant work who have been given deferred draft classification. Representative Madden said his purpose was to endeavor to put such men into active field service and to give the clerical or other non-combatant work to those unable to pass physical tests.

There is a movement in Massachusetts to make women idlers work.

Face Mutilated So As to
Make Identification Im-
possible at Present.

WEIGHTED DOWN WITH
STONES IN RAINCOAT

Practically No Clue to Man-
ner in Which She Met
Her Death.

Absolutely nude and partly submerged, the body of a young woman was discovered at 7:45 this morning about 400 feet off shore from Newfield avenue by A. S. Barnwall of the Lake Torpedo company.

The body was weighted down with three large beach stones weighing 45 pounds, wrapped in a raincoat, held together with coarse rope which was tied about the body.

The features, neck, shoulders, breast, arms, legs and hair had been eaten away to such an extent that identification was impossible. There were no marks with the exception of a scar at the back of the head which would give any clue as to the manner in which the woman met her death. There was no jewelry of any description found upon the body, and the label had been torn out of the raincoat.

According to the police the body had been in the water from four to six months, but upon close examination the raincoat in which the stones were wrapped, showed no signs of having been submerged longer than a week or ten days. The thread attaching the buttons to the coat was as good as new, the texture of the raincoat material was not rotted and there was no sign of any slime, seaweed, or sea growth which undoubtedly would show if the coat had been in the water the length of time stated by the police.

According to medical authorities, the body was not in the water more than ten days and the fact that fish had eaten some of the tissue was a fact to be looked for in a few days.

It is thought in some quarters that the police are trying to turn suspicion from the idea that the young woman was in any way connected with the faction feuds which have recently occurred among gamblers and white slaves, but there is a strong suspicion that the young woman met her death through agencies connected with the gang which has infested Bridgeport for some time and who were afraid she would tell all she knew.

Immediately A. S. Barnwall made the gruesome discovery he notified the police and Captain E. O. Cronan, chief of the detective bureau, assigned Detective Sergeant Wheeler to the case.

Detective Sergeant Wheeler accompanied the body from the dock where it was brought ashore, to Cullinan, Mullins & Buckley's morgue, where it now lies awaiting identification. The raincoat and the stones which served as a weight for the body while in the water, were brought to police headquarters where they are being closely examined with a view to possible clues being found.

The entire machinery of the police department was set in motion going over the files of women who have disappeared lately and efforts are being made to link up the circumstances with some of the mysteries which occupy the pigeon holes of the detective bureau.

So far Captain Cronan has been able to report little progress in the matter, but it is the belief he has something in mind and that within a very short while the seeming mystery will be solved.

The fact that the woman was young was at once apparent to the medical authorities who gave it as their opinion she was about 25 years of age, 5 feet 4 inches in height, and weighed in the neighborhood of 135 pounds.

Another opinion which was advanced was that the woman was on board a boat or barge in the harbor and after being hit over the head, was stripped of her clothing and anything that would lead to her identification thrown overboard.

The theory that she had committed suicide was at once scouted because it would have been physically impossible for a woman of her strength to have gone far out in the water with the heavy weight attached to her.

Although the flesh is in a bad state of decomposition another belief expressed by the authorities is to the effect that she is of Italian birth and this gives rise to the suspicion that the woman was in some way connected with the faction feuds which have been infesting Bridgeport for some time past notwithstanding the big efforts of the police departments to prevent the disorders.

BAYLIES REFUSES OFFICERS' BERTH

Paris, June 10.—Frank L. Baylies of New Bedford, Mass., who has distinguished himself as an aviator with the French flying forces, is cited in French army orders, printed today in the Journal Official, as follows:

"Frank L. Baylies, an excellent pursuit pilot, refused to enter the American aviation service as an officer in order not to quit the French escadrille in which he daily engages in combats."

YEAR IN JAIL FOR CIGAR MAKER

Boston, June 10.—John J. Ballam, a cigarmaker, pleaded guilty last week to violation of the espionage law, was given a one year jail sentence by Federal Judge Morton today. In an address here Ballam said that workmen should not go to war because they would be required to kill other workmen in a different uniform.

FOUNDATIONS OF ROADS MUST BE CARED FOR NOW

New York, June 10.—Unless the federal, state and local governments take immediate steps to save the foundations of the roads of the country most of the highways now being used for military purposes will be ruined and no longer can be used for the motor truck trains which are being sent over them.

This was pointed out in striking fashion today by former Governor John K. Tener of Pennsylvania who now is the president of the Permanent Highways Corporation of this city. Governor Tener declares it is a military necessity for the various responsible authorities to protect these roads by a proper surfacing.

"We must preserve the roads of the country and especially must we save their foundations if the United States is to do its full duty in the war and if the government is to protect the commerce and the industries of the country which are supplying the needs of our men on the battlefronts as well as the taxes of the government and the necessities of the men, women and children who are keeping the wheels going at home," said Governor Tener.

"The federal government, the manufacturer and the farmer for months have been depending on the highways for the transportation of enormous amounts of materials and supplies by motor trucks. The roads fast wearing down and hundreds of miles of highways will become useless unless the resurfacing of these roads is encouraged so that the foundations may be saved. In road construction the principal cost is in the foundations. The top, or road surface, naturally is the first to give way, break and finally grind up and disappear, leaving the foundations exposed and left in the line of destruction."

"Foundations costing hundreds of millions of dollars are in danger of being ruined forever when they could be saved by proper resurfacing but this resurfacing should be done at once or else the costly foundation work will have to be done all over again in order to make the highways available for traffic which depends so much upon them. In some states and localities, I am informed, there is a disposition to delay road work until after the war, on the theory that the men and materials are more needed elsewhere in the war work. This is a grave mistake which should be corrected at once."

"Without the highways the business of the country would be crippled. The roads must be preserved both for war purposes and for the preservation of the industries upon which the country's revenues depend, as well as for the living necessities of those who are doing their full share by keeping the home fires burning."

"To preserve the highways we must save the foundations. Makeshift surfacing will crumble in a few months and will have to be done all over again. To neglect surfacing will impose the absolute necessity for reconstructing thousands of miles of foundations which, if properly surfaced now, would mean the saving of hundreds of millions of dollars now in danger of being thrown away by a foolish policy of saving at the spigot and wasting at the bung."

"By all means let the proper authorities speed up the work of resurfacing the highways so the foundations may be saved. This cannot be made too emphatic because it is a matter that soon will become vital to the work of the war and the life of the nation."

Liquorless Cabarets Having Hard Time

Detroit, Mich., June 10.—Cocktail-less cabarets, wineless wineries and beerless bars are making a determined fight for existence in dry Michigan.

When the amendment to the state constitution prohibiting the sale, importation or possession of wine, beers or distilled liquors became effective May 1, it failed to close all the saloons. In Detroit especially the bars continue in business in a majority of cases, the only change being the substitution of "near" beers and the elimination of drinks prohibited by the amendment. Similar conditions prevail in other cities of the state, in the "copper country" on Lake Superior.

In some cases winery proprietors have taken advantage of the new regime to bid for prosperity along temperance lines. Jazz bands have been retained in some cases have been augmented. The same tables—the same waiters; the same bars—the same bartenders; every thing is the same, apparently, excepting the beverages.

Proprietors in most cases are optimistic concerning the future. Many believe that with the elimination of alcoholic drinks there will pass a major percentage of the drawbacks of their business. These changes, they hope, will not interfere to any appreciable degree with their patronage.

Some cabaret owners hope to profit by catering to a restaurant trade—a more or less perfunctory adjunct to the cabaret of pre-May days. By giving additional attention to the cuisine they believe that, after all, the law that threatened to drive them from business may have the more salutary effect of putting their places on a more stable basis.

Cabarets that before May 1 were classed as "undesirable" are also taking a new interest in life and are resounding with jazz music for dancing and giving restaurant and soft drink services with the danger of official interference lessened by the elimination of alcohol.

WAR STAMP SALES u

The result of sales of War Savings Stamps for today was \$1,286.55 for Bridgeport, and \$50,293.40 for the state.

HORDES OF GERMANS ARE ENCOUNTERING A STRONG RESISTANCE

American and French troops operating northwest of Chateau Thierry repulsed German attacks last night and made new progress.

A German attempt to assault the British positions at Aveluy Wood north of Albert, was repulsed, while a British raid near Bethune, northwest of Lens, was successful.

On the rest of the front there has been no fighting of the present time, has cost the enemy enormous losses.

"To the north of Rheims there has been fairly repulsed artillery fighting. French forces completed the operation on which they embarked yesterday to the ease of Hautebraye, and took 150 prisoners."

"Between the rivers Ourcq and Marne French forces repulsed several German attacks east of Vinly. Continuing their progress in the region of Brussels, French and American troops gained ground; brought up to 250 the number of prisoners taken; and captured 30 machine guns."

London, June 10.—The new German attack is directed immediately against Compiègne as part of the campaign against Paris, according to virtually unanimous newspaper comment here.

In the opinion of some commentators in the morning newspapers the section attacked is a vital one because of the various detached heights which lie across the head of the valley of the Oise and its great railroad and road to Paris. Any important gain in this direction would, it is remarked, bring the enemy out into the level country toward St. Just and Clermont and enable him to avoid a frontal attack on the forests of Compiègne and Villers Cotterets, which are of great value to the Allies for defensive purposes. Such a gain, it is held, would probably compel a readjustment of the Allied front between the Oise and the Marne.

Another object of the new move is assumed to be an attempt to outflank the French lines in the Soissons sector.

London, June 10.—German troops last night attacked a British post in Aveluy wood, to the north of Albert, the war office announced today. The enemy was repulsed. The statement reads:

"We carried out a successful raid yesterday on a German post in the sector northeast of Bethune. A hostile attack during the evening on our posts in Aveluy wood was repulsed."

BONE DRY BILL DURING THE WAR URGED BY THOMAS

New Bill is Amendment to
\$11,000,000 Emergency
Appropriation.

WOULD ALSO STOP
BEER MANUFACTURE

No Whiskey Held in Storage
Would Be Withdrawn
for Beverage Purposes.

Washington, June 10.—A proposal for complete prohibition during the war was presented in the Senate today by Senator Jones of Washington.

The amendment to the \$11,000,000 emergency agricultural appropriation bill. It is designed to meet President Wilson's objections to the Randall amendment, which would prevent use of \$6,000,000 of the appropriation unless the President should exercise his authority to prohibit manufacture of beer and wine.

Mr. Jones amendment would prohibit the sale or transportation of intoxicating beverages during the war; prohibit manufacture of beer and wine 30 days after passage of the bill; and in addition would provide that no whiskey held in storage should be withdrawn for beverage purposes.

Washington, June 10.—Leigh Reilly, former managing editor of the Chicago Herald, became today director of the news division of the committee on public information and will have supervision of the preparation and distribution of the committee's news announcements.

Mr. Reilly succeeds J. W. McConaughy, who goes to Central America on special work for the committee.

RESCUED CREW OF THE PINAR DEL RIO LANDED

Capt. McKenzie and 26 Others Brought to New York—
Steamer Sunk By U-Boat Last Saturday.

New York, June 10.—Capt. J. MacKenzie and 16 members of the crew of the American steamer Pinar del Rio, who had been missing since the vessel was sunk by a German submarine off the coast of Maryland June 8, reached here today on a Norwegian steamer which rescued them from a small lifeboat about 70 miles off the coast of New Jersey.

All the members of the crew are thus accounted for, as the chief mate and 15 men were landed early this morning at a life saving station on the North Carolina coast.

The U-boat which torpedoed the Pinar del Rio took her with gunfire after the crew had been given opportunity to get into the two lifeboats, Captain MacKenzie said.

The Pinar del Rio stopped after a shot from the submarine passed over her bow about 5 miles off the Maryland coast. The German came within megaphone speaking distance and her captain ordered the Americans into the small boats. The Americans took their time and it was a half hour before they left the vessel. The weather was rough and the boats soon became separated. Captain MacKenzie and his companions drifted ten hours before being picked up by the Norwegian ship.

Oscar Straus was named by Mr. Hoover to inquire into the demand of refiners for an increased margin of sugar profit.